

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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1. The Central Directorate of the Maritime Register (Tsentralnoye Upravleniye Morskogo Registra) - CDMR, was a directorate of the Ministry of the Merchant Fleet (MMF) which prescribed and published MMF maritime regulations. CDMR's responsibilities for the repair of MMF vessels are given in the succeeding paragraphs.
2. The manual entitled Merchant Fleet Ship Repair Regulations (Polozheniye o Remonte Sudov Morskogo Flota) as approved by CDMR and the MF Minister on 1 January 1950 was the basic manual for MMF ship repair yards and steamship companies. This manual, of approximately 200 pages, was composed of the following chapters:
 - a. "Preparation for Ship Repair." This chapter contained the regulations for filing the prescribed forms, charts, and reports which were required for entry of a vessel into a shipyard for repair. MMF vessels were subject to three basic types of repair: general overhaul (kapitalnyy remont), secondary overhaul (sredniy remont), and current repair (tekushchiy remont). In addition to these three, the manual described a fourth type as "accident" repair (avariynnyy remont).
 - b. "Interrelations of Steamship Companies and Ship Repair Installations." This chapter dealt mainly with the drawing up of contracts for vessel repairs.

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- c. "Supervision over Ship Repairs", - a chapter describing the degree of ~~CCMR~~ participation in this supervision.
 - d. "Organization of Repair by Ship Crews" (Samoremont)
 - e. "Organization of Repairs Done in Docks"
 - f. "Forms of Official Repair Documents" - including reports, charts, etc. which were required to be used by ship repair installations.
3. In addition to prescribing the rules and regulations for MMF ship repairs, ~~CCMR~~ stipulated the regulations for vessel preventive maintenance (Profilakticheskiye Merepriyatiya) given below:
- a. Cleaning of boilers
 - b. Flushing of boilers (hot flushing and lixiviation)
 - c. Cleaning of diesel cylinders. All three maintenance procedures 3a, b, c had to be effected every 45 days; the allowed work time for each was 48 - 72 hours.
 - d. Inspection of under-water parts of vessels (Dokovaniye) and cleaning the lower part of the ship's hull. For this purpose vessels were placed either in a dry or floating dock and cleaned of sediment (Obrostaniiye), the under-water part of the vessel was painted and the steering mechanisms inspected. ~~CCMR~~ regulations prescribed dock inspections every 12 to 36 months, depending on the type of vessel; self-propelled and wooden-hulled vessels were inspected after 12 to 18 months of service; stationary vessels and barges after 24 to 36 months. For vessels serving in Southern Seas from the 42nd parallel South this period was reduced from 6 to 18 months.
4. The following categories were recognized as the three basic methods of ship repair in the USSR Merchant Fleet:
- a. Repairs conducted in ship repair yards and ship repair shops.
 - b. Repairs done by the ship's crew with no help or instruction from ship repair installations. This method of repair was done in two ways:
 - (1) Putting the vessel into inactive status
 - (2) Repair under operating conditions. This method was widely used on two-propeller ships (overhauling one engine at a time). The ship repair manual (Chapter 2, paragraph 1) specified which type of repairs were to be done by the crew without additional wages, and which types of repair earned additional wages (the list of repairs to be performed by crews was very long and often required overtime work which was not paid for).
 - c. Combined maintenance method. In this method, a part of maintenance and repair work was done in ship repair installations, and the other part by the ship's permanent crew. This procedure was the one most commonly used in the Soviet Merchant Marine.

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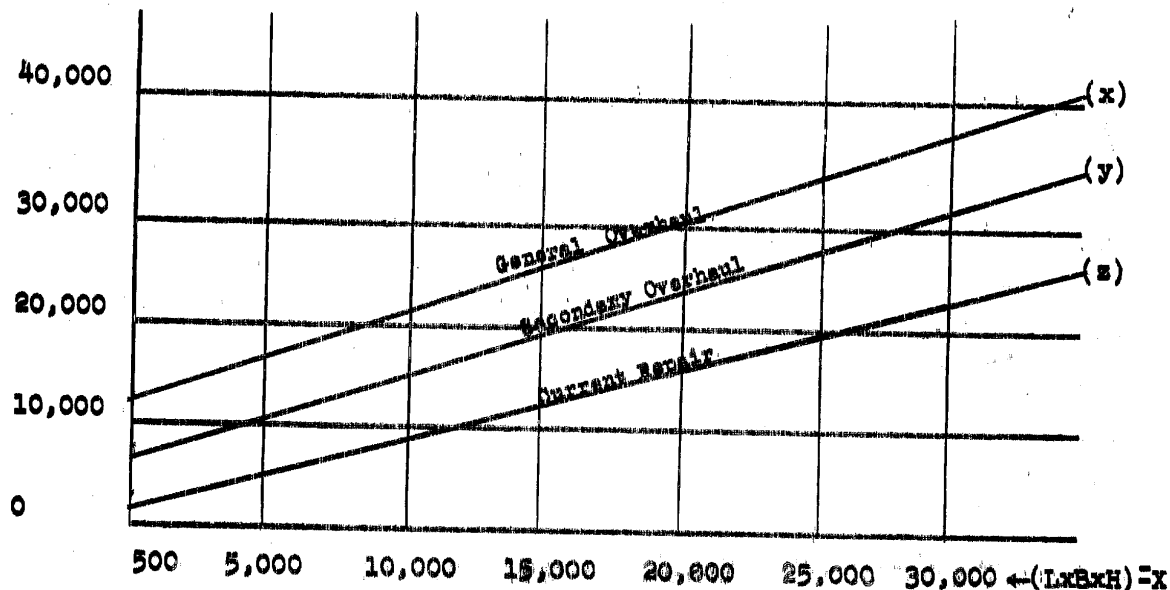
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5. The MMF Decree No. 532 of 2 September 1950, issued by the CDMR, specified the authorized work time for all types of maintenance and repair work in ship repair installations. The basis for determining the proper numbers of work hours prescribed by this manual was not how long the repair work lasted, but the cost of materials, labor, and operational procedures. Nor were these work hour norms determined by practical experience; they were based on data received from ship repair installations where outstanding results had been achieved by shock Stakhanov workers, i.e., the best results achieved in the shortest time on the repair of 300 vessels. Based on these high standards, the CDMR, in coordination with other MMF departments, prepared ship repair time charts which became part of Decree No. 532 and have been used since September 1950 by all MMF ship repair installations.
6. The MMF work-time charts were based on the formula (Modul') $LxBxH = X$: L represents the ship's length, B represents the ship's width, and H represents the ship's height in meters. The product X, expressed in meters, was entered on the abscissa of the chart. On the chart's ordinate the average daily repair costs were expressed in thousands of rubles. The form of this chart is given below:

Average daily
prod. costs
in rubles



The lines X,Y,Z represent permanent values. Knowing the basic formula ($LxBxH$) and the type of repair, it was very easy to determine the authorized repair cost and work time. An illustration of how this chart worked follows:

- a. In general overhaul where $LxBxH = 500$, the authorized cost = 10,000 rubles

In general overhaul where $LxBxH = 15,000$, the authorized cost = 20,000 rubles

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- b. In secondary overhaul where LxBxH= 5,000, the authorized cost= 10,000 rubles

In secondary overhaul where LxBxH= 20,000, the authorized cost= 20,000 rubles

- c. In current repair where LxBxH= 500, the authorized cost = 5,000 rubles

In current repair where LxBxH= 10,000, the authorized cost = 10,000 rubles

According to Decree No. 532/50, ship repair norms were increased almost 100%, which meant that, if in 1949 a particular repair on a ship had to be performed by a ship repair yard for 40,000 rubles, that same repair work was to be performed for 20,000 rubles; a regulation considerably lowered the quality of MMF repair work.

7. During the period the ship was in a ship repair yard or shop, the Maritime Register agency supervised the following:

- a. Technical repair of parts.
- b. Quality of materials used for repair, and the methods by which the materials were processed.
- c. Efficiency of plant personnel in remodeling and manufacturing parts (with the pertinent designs, blueprints, and specifications prescribed for this work).

8. The final authority for a vessel to leave the ship repair yard after completed repair was given by the Maritime Register; final payments to ship repair installations for repair work could not be effected unless such authority was granted.

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